

# BookletChart™

## Oak and Crescent Harbors

NOAA Chart 18428

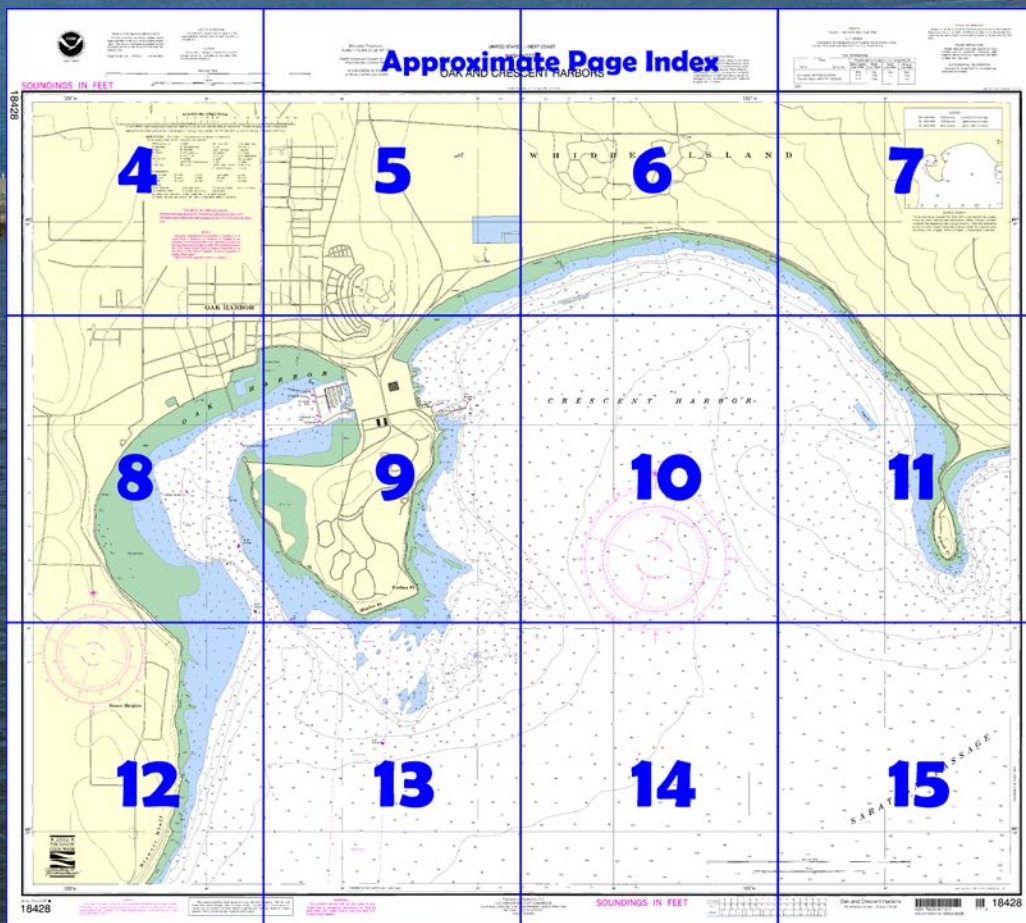


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18428>



**(Selected Excerpts from Coast Pilot)**

The northernmost part of the western shore of **Whidbey Island** forms the E end of the **Strait of Juan de Fuca**. This part of the island has a uniform sandy shore backed by low and rolling upland of farm and wooded areas.

**Saratoga Passage**, on the W side of **Camano Island**, extends some 18 miles in a NW direction from its entrance between **Sandy Point** and **Camano Head**. At its N end it connects with Penn Cove and Crescent Harbor, and leads E into Skagit Bay. Depths in the passage are from 100 fathoms at the entrance to 15 fathoms at the

Crescent Harbor entrance. There are few outlying dangers, and a midchannel course is clear.

There is considerable traffic in these waters, mostly pleasure and fishing craft, with occasional tugs bound to or from Deception Pass. This is a resort area; along the shores of the islands are several small marinas which provide gasoline, limited berths, launching ramps, and lodgings. Principal commercial products are lumber and fish.

**Oak Harbor**, which indents the N shore of Saratoga Passage W of Crescent Harbor, is a semicircular cove about 1 mile in diameter with depths of 20 to 9 feet. **Maylor Point**, the E point of the entrance, is foul with several rocks, awash at low water, 0.5 mile SE from the point. The natural entrance channel is marked by lights, lighted, and unlighted buoys. The town of Oak Harbor is on the N shore of the harbor and has a seasonal dock with entrance channel marked by pilings. A marina operated by the town is on the E side. The marina is protected on the W side by a breakwater marked by lights. Services available at the marina include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, surfaced launch ramp, and complete (hull, engine, electrical) repairs can be made. The marina also has a 30-ton marine lift and about 15 transient berths.

**Crescent Harbor**, immediately E of Oak Harbor, is a semicircular bight 2 miles in diameter, between **Forbes Point** and **Polnell Point**. Polnell Point is wooded and rather bold, and connected to the main island by low ground, giving the point the appearance of an island from a distance off. A shoal extends about 0.9 mile W of Polnell Point; another shoal extends about 0.2 mile S from this point. Shoals extend about 0.7 mile S and E from Forbes Point; the S shoal is marked by a lighted buoy. Foul ground surrounds these points, but otherwise the harbor is clear, affording anchorage in 10 to 11 fathoms, muddy bottom. The harbor is exposed to the S. The large pier of the U.S. Naval Air Station, Whidbey Island, extends from the W side of the harbor. Depths of 26 feet are alongside the outer two-thirds of the pier. This pier can be used only with permission. Services and/or provisions cannot be provided, and ships' own power must be relied upon. A 183-foot T-pier used for fueling Naval vessels is on the N side of the main pier near the shoreward end.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

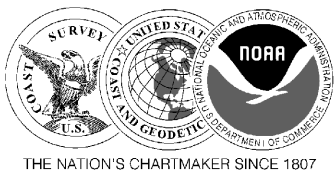
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.  
Puget Sound, WA WWG-24 162.425 MHz

AIDS TO NAVIGATION  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

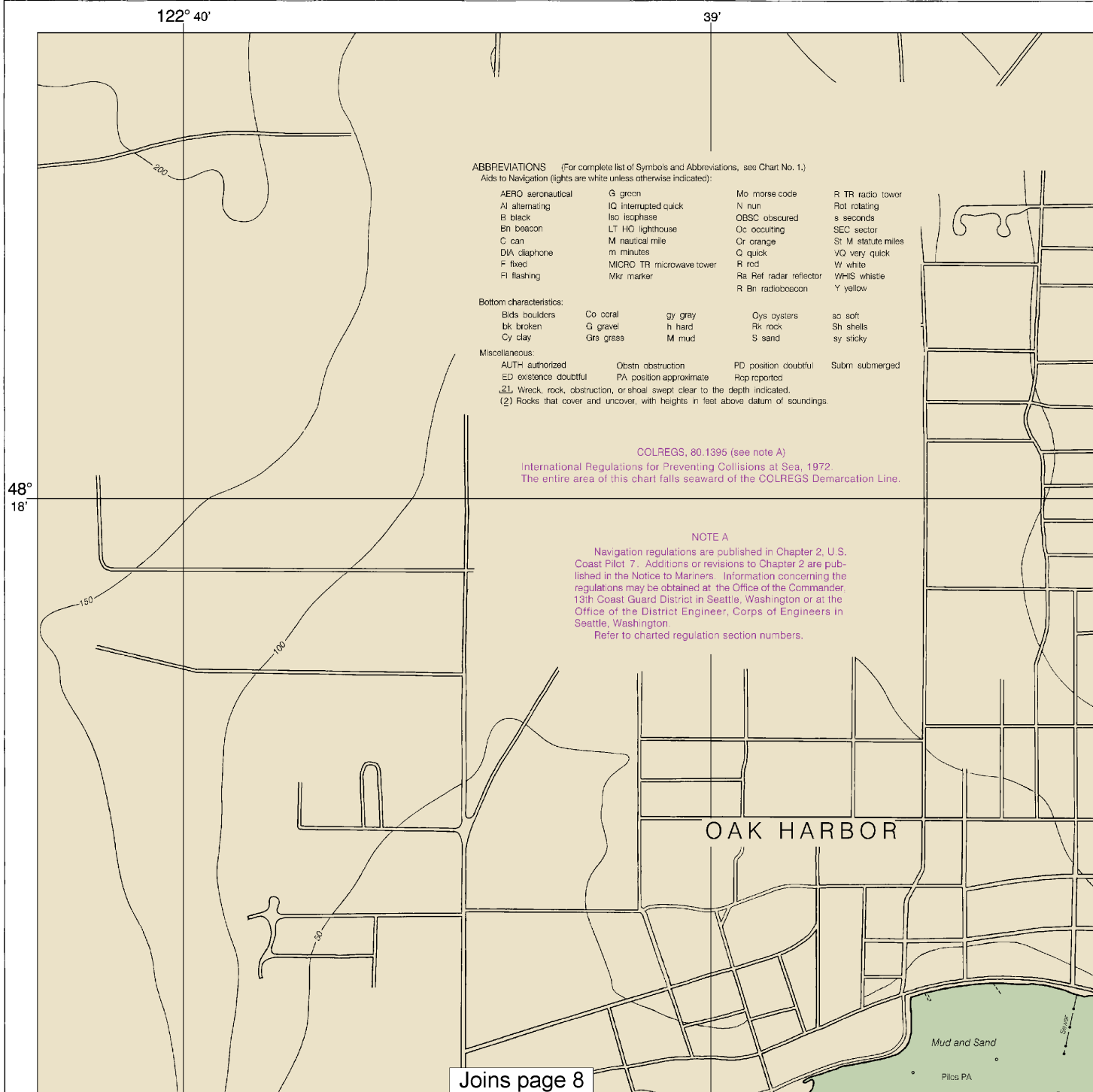
SCALE 1:10,000

Nautical Miles

Yards

## SOUNDINGS IN FEET

18428



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.

Nautical Miles

Yards

200 0 200 400 600 800 1000 1200

Mercator Projection  
Scale 1:10,000 at Lat 48° 17'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

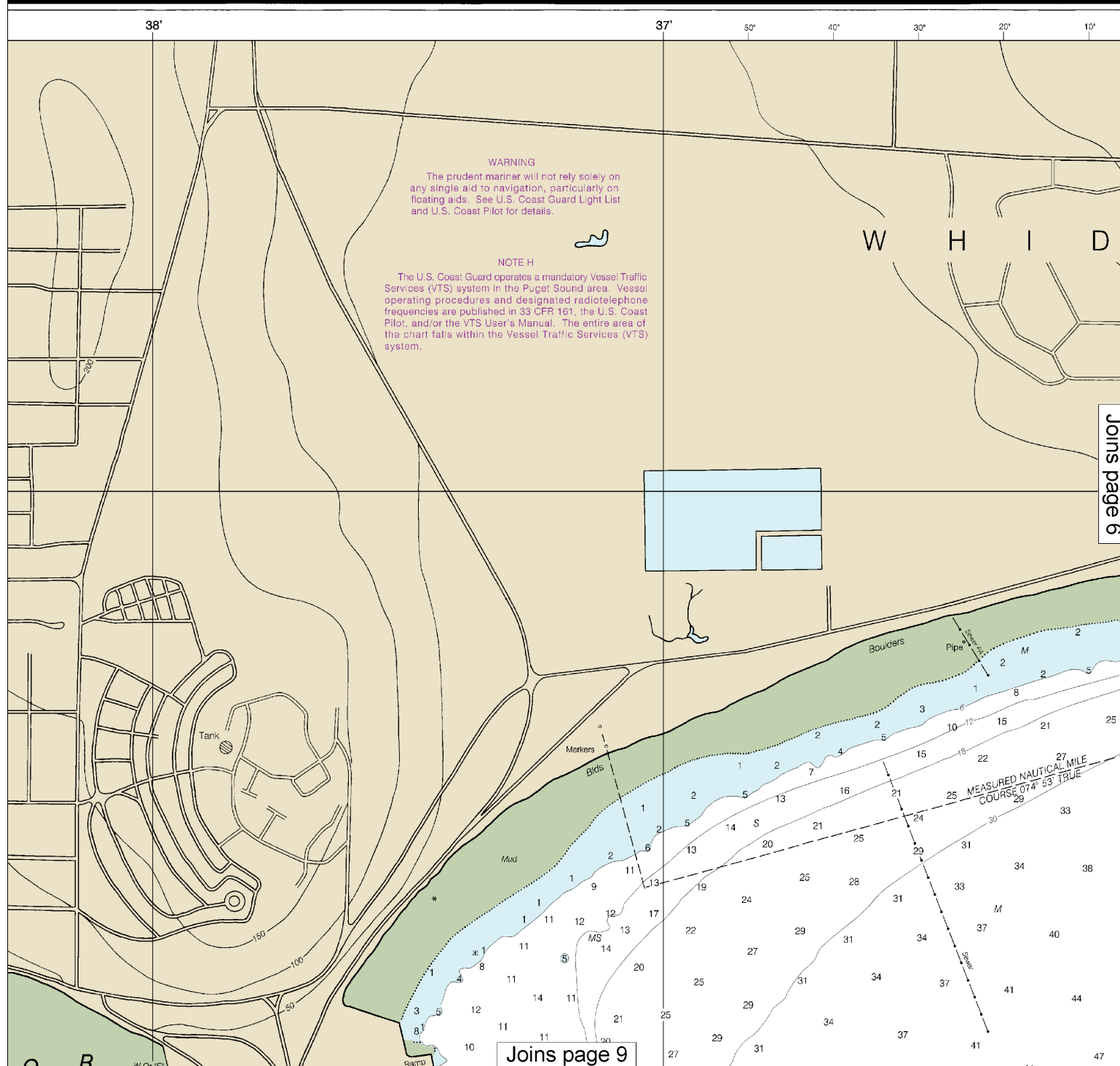
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

UNITED STATES -- WEST COAST

WASHINGTON

# OAK AND CRESCENT HARBORS

Formerly C&GS 6404 1st Ed. Aug. 1943 KAPP 1681



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:13333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

WASHINGTON

# OAK AND CRESCENT HARBORS

Formerly C&GS 6404 1st Ed Aug. 1943 KAPF 1681

HORIZONTAL DATA

The horizontal reference datum is North American Datum of 1983 for charting purposes is consistent with the World Geodetic System 1984. Geographic positions referred to this chart are based on the North American Datum of 1927 must be corrected by an average of 0.645" southward and eastward to agree with this chart.

**WARNING**  
Mariner will not rely solely on navigation, particularly on the U.S. Coast Guard Light List. Plot for details.

**NOTE H**  
operates a mandatory Vessel Traffic Service (VTS) in the Puget Sound area. Vessel Traffic Service (VTS) is a VTS and designated radiotelephone service required by 33 CFR 161, the U.S. Coast Guard's Manual. The entire area of the Vessel Traffic Services (VTS)

Joins page 5

Joins page 10

Printed at reduced scale. — ~~SCALE 1:10,000~~ —  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

53  
REGULATED NAVIGATION AREA  
165.1301 & 165.1303 (see note A)

0  
Yards

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

POLLUTION REPORTS  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

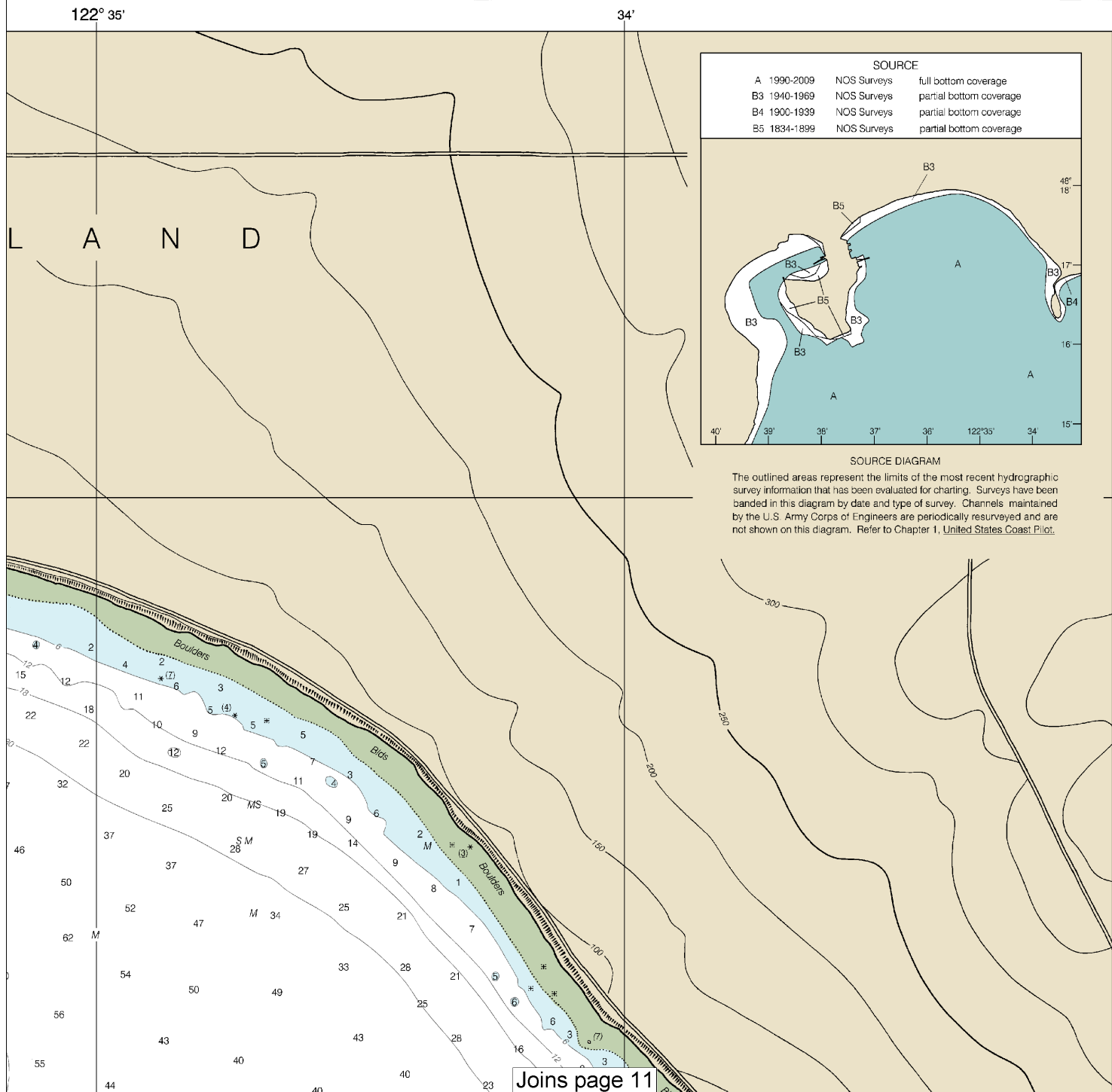
RADAR REFLECTORS  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

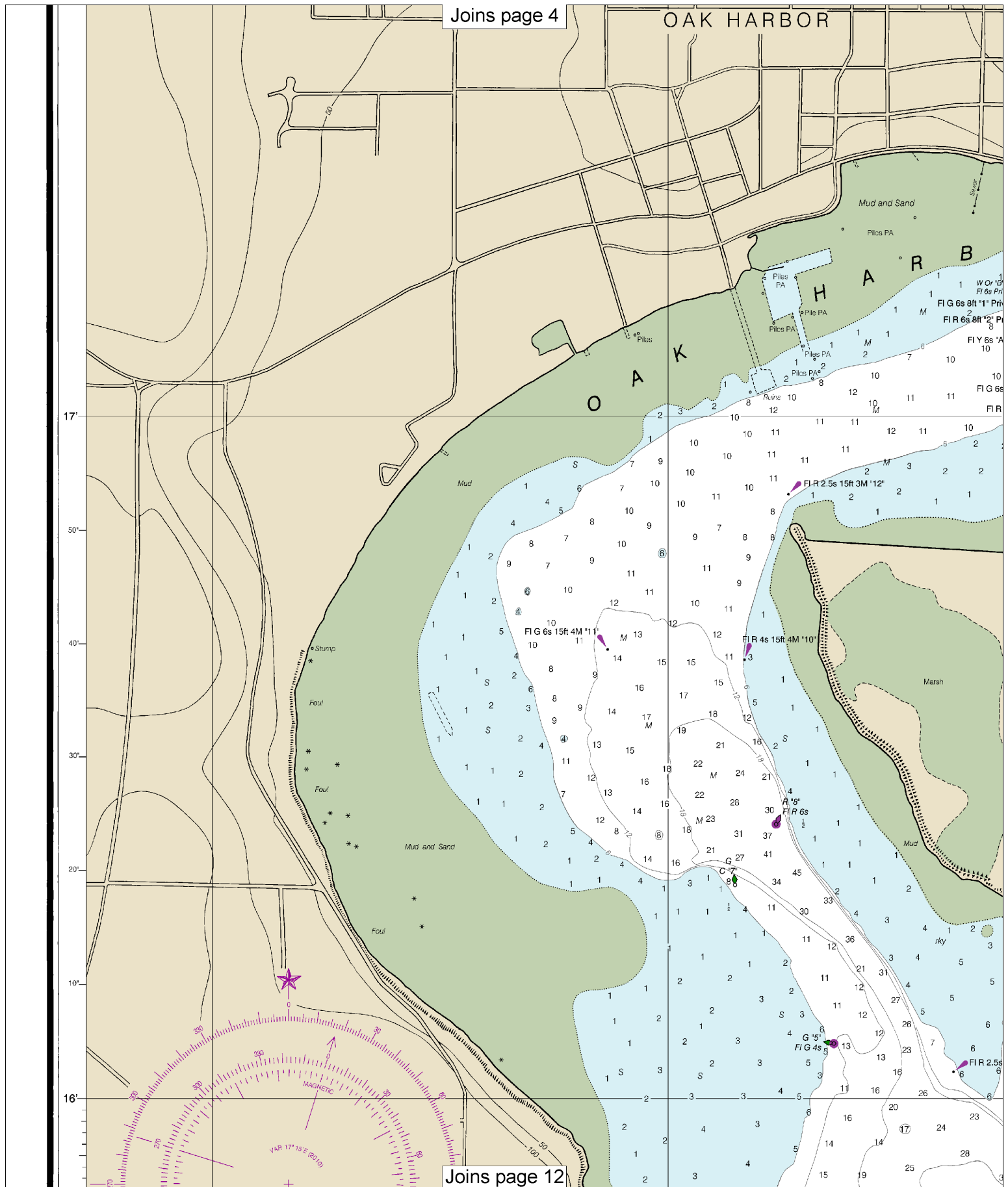
SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 7 for important supplemental information.

ADDITIONAL INFORMATION  
datum of this chart  
983 (NAD 83), which  
is considered equivalent  
to 1984 (WGS 84).  
The datum for the North  
is corrected an  
and 4.611" westward

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Crescent Harbor	(48°17'N/122°37'W)	feet 11.4	feet 10.6	feet 2.8

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)



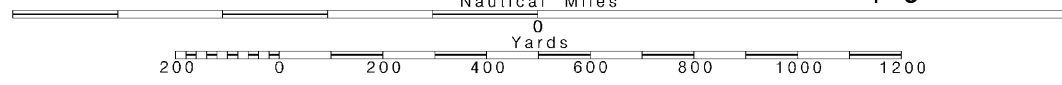


8

Note: Chart grid lines are aligned with true north.

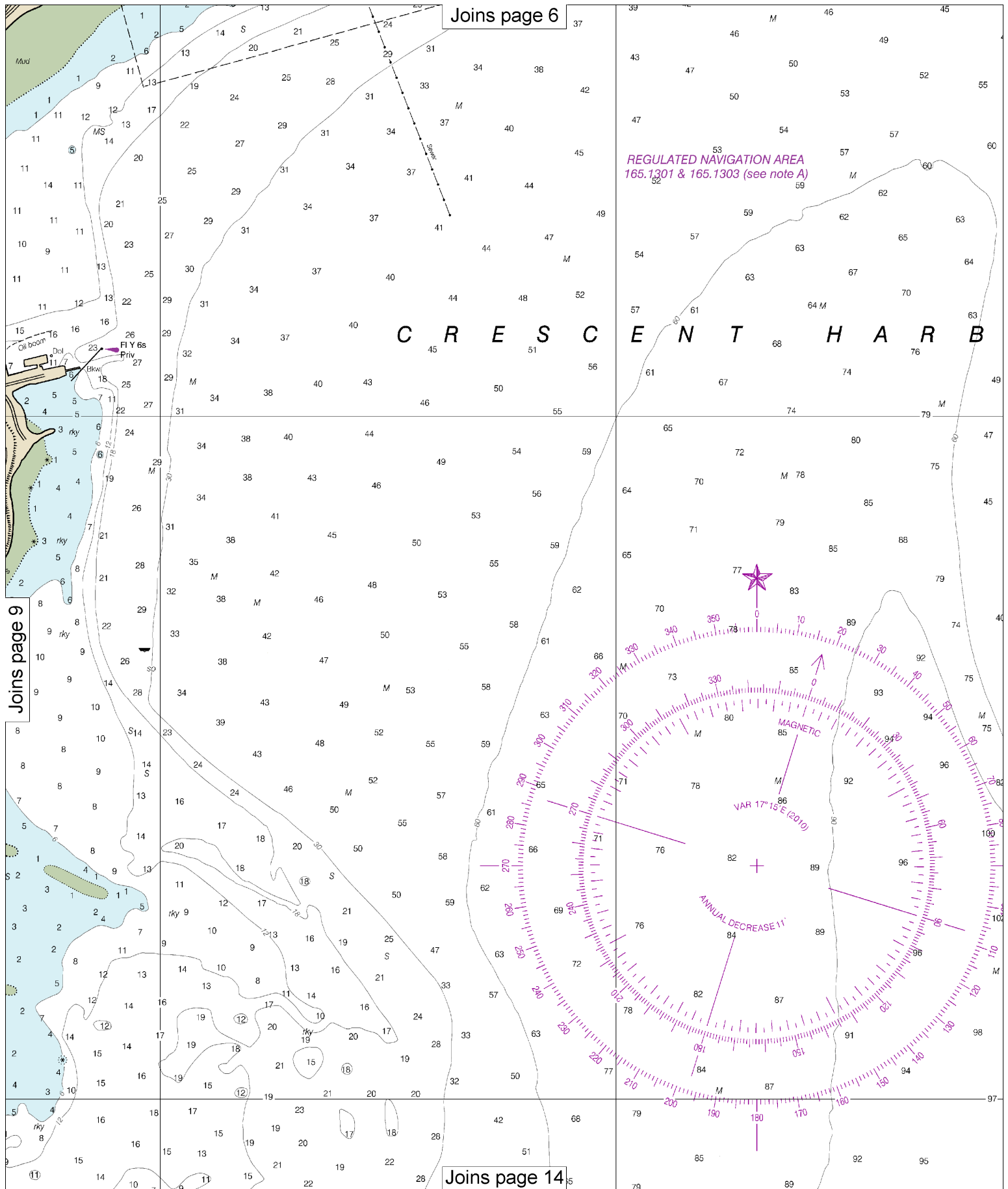
Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.









Joins page 6

REGULATED NAVIGATION AREA  
165.1301 & 165.1303 (see note A)

C R E S C E N T H A R B O R

Joins page 9

Joins page 14

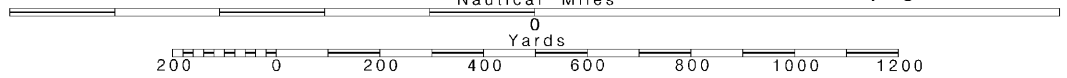
10

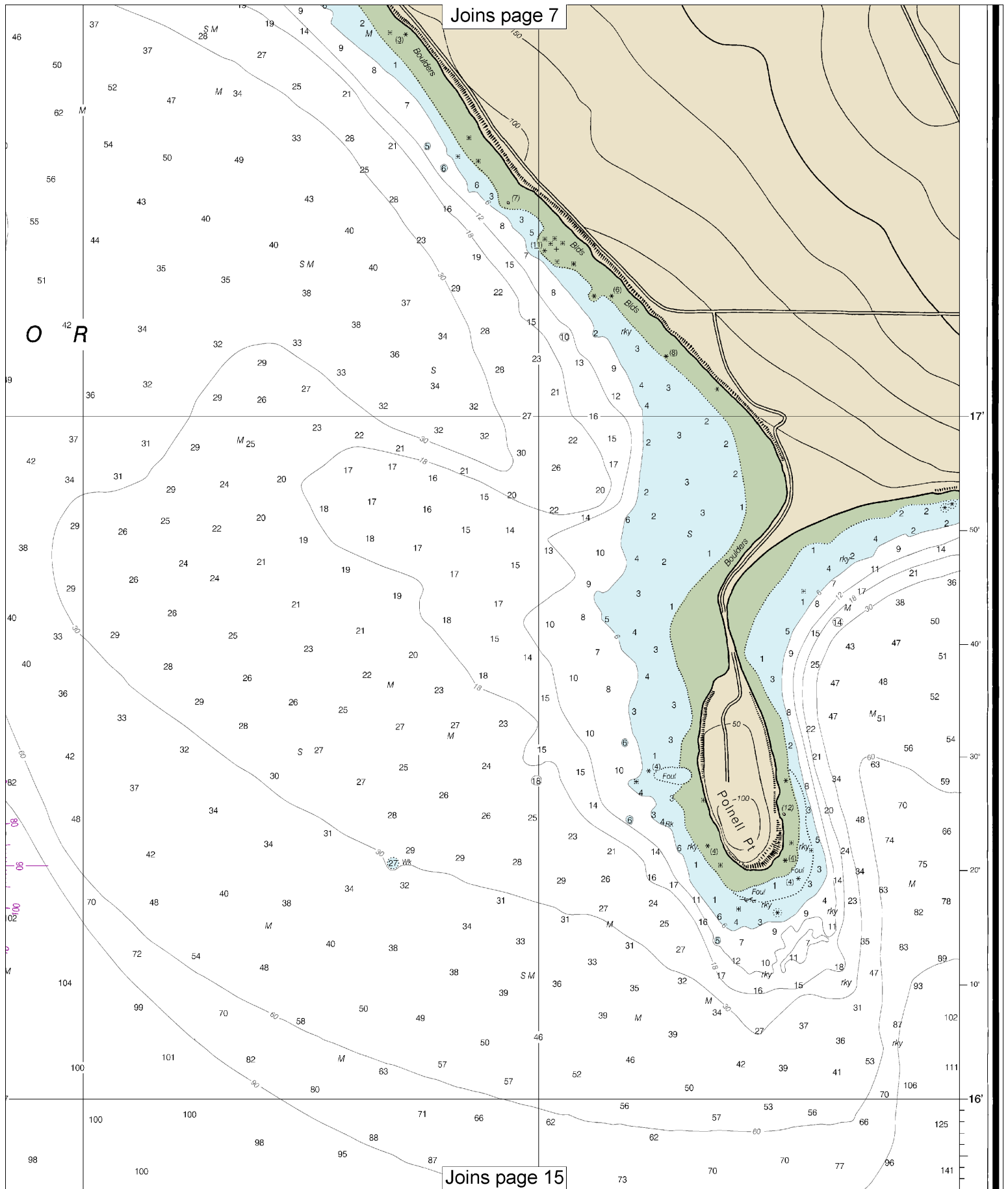
Note: Chart grid lines are aligned with true north.

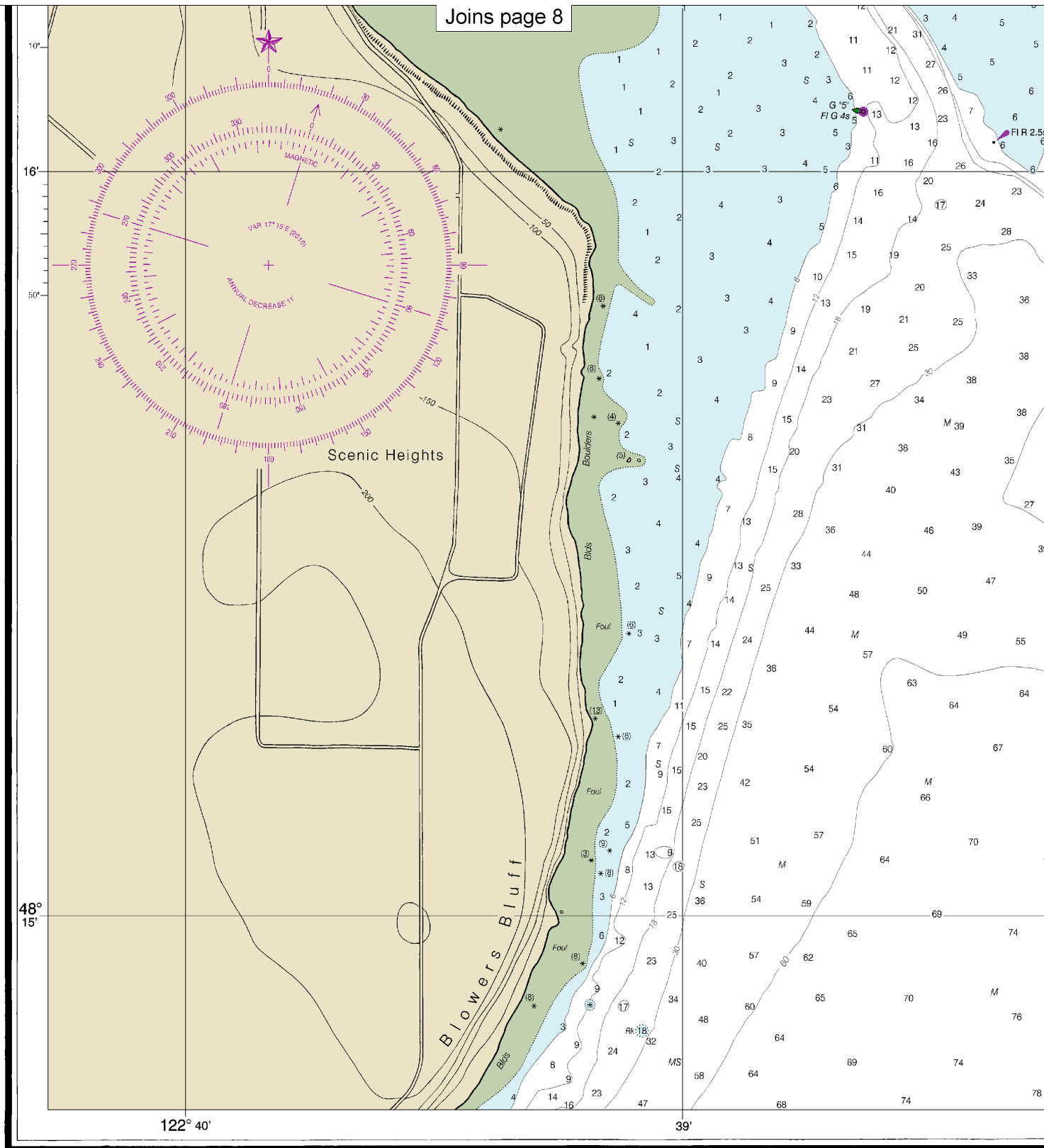
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







18428

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

10th Ed., Oct. 2010. Last Correction: 9/21/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

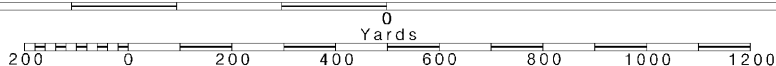
12

Note: Chart grid lines are aligned with true north.

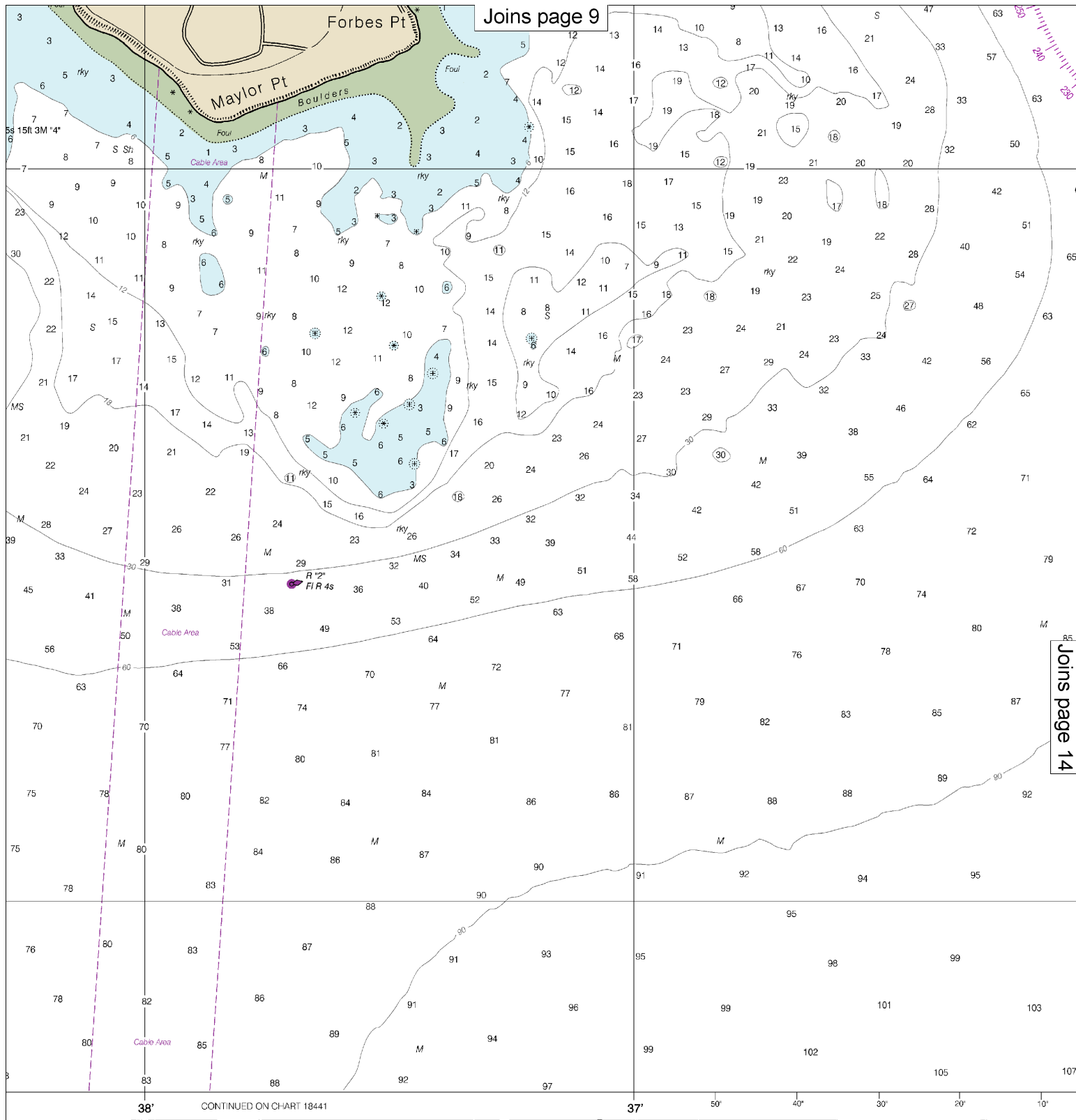
Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.

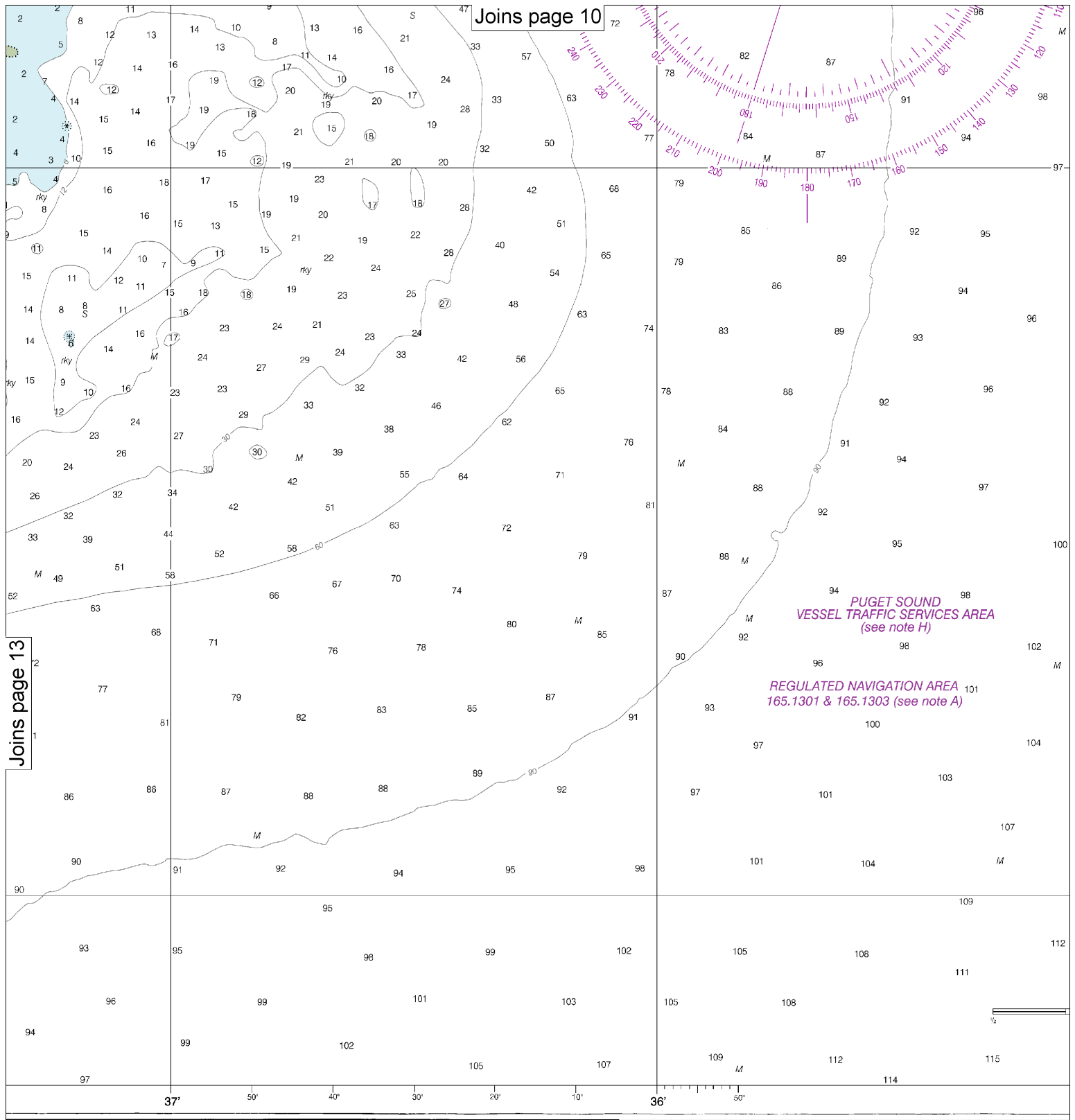






Comments  
Item

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



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Joins page 13

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

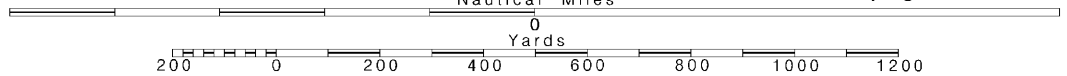
14

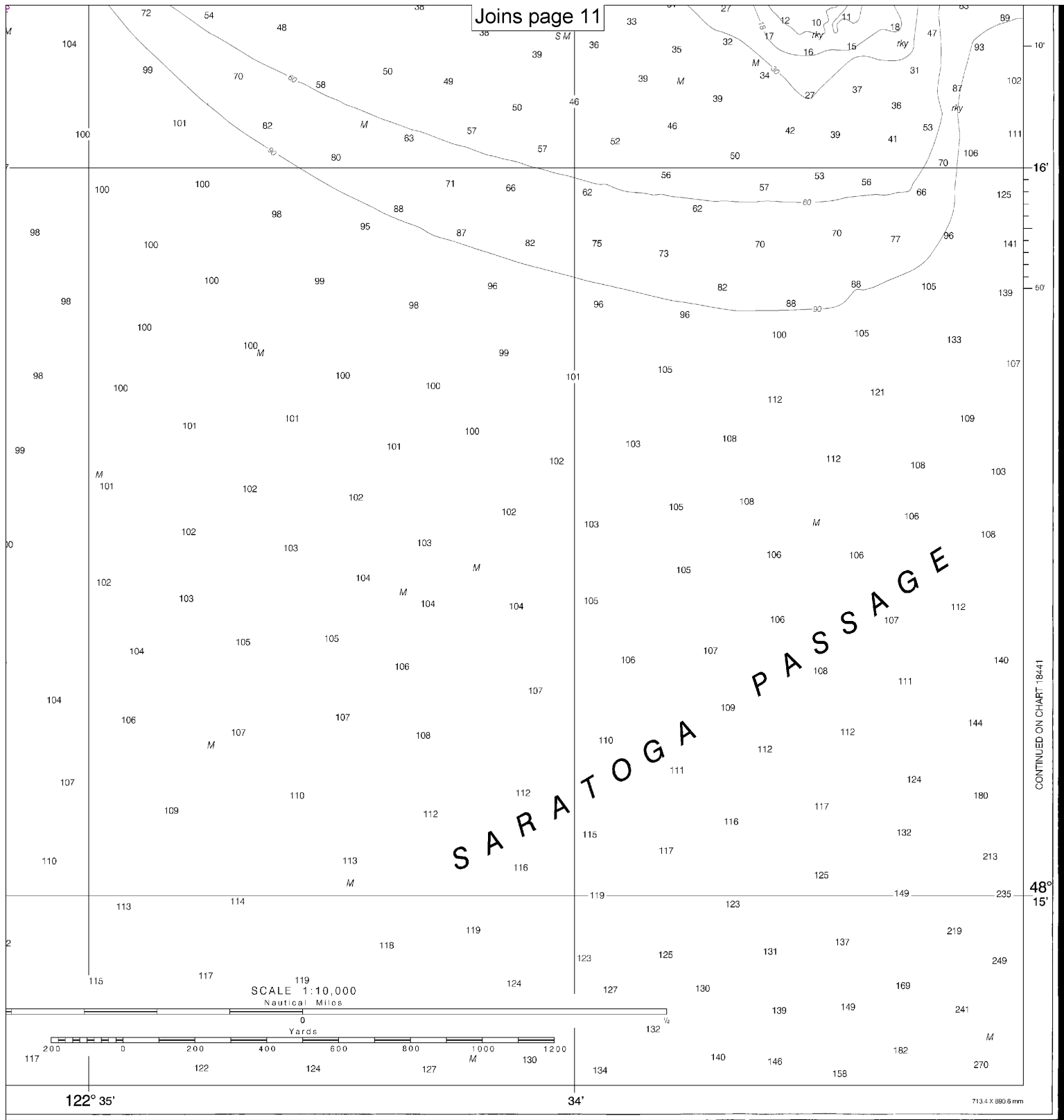
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Oak and Crescent Harbors  
SOUNDINGS IN FEET - SCALE 1:10,000

18428



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.